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FEB 1952

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 SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 19 June 1952

 SUBJECT 1. Gdansk Shipyards
 2. Maritime Engine and Machinery Factory, Elblag

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

PLACE ACQUIRED

SUPPLEMENT TO REPORT NO. 25X1

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1. Some of the Polish shipyards, particularly the Gdansk Shipyard (Stocznia Gdanska) and the Gdynia Shipyard (Stocznia Gdynska), are equipped for building naval vessels, as well as merchant vessels; the Gdansk Shipyard can produce naval vessels up to about 4,000 to 5,000 BRT, (1) as well as submarines. However, because of Soviet prohibition, and because of Poland's lack of production of maritime machinery and engines, the Polish shipyards have built no ships for the Polish Navy, except for a few trawlers.
2. The production of the Polish shipbuilding industry has greatly suffered by the lack of ship machinery and engines. About ten ships of various kinds, built at Gdansk, and about 20 large trawlers, all waiting to be fitted out with engines and machinery, are anchored in the shipyard canal at Gdansk. These vessels, which represent the total 1951 production, as well as that of the last quarter of 1950, have only their hulls and such fittings as could be installed prior to the installation of engines and machinery. At present, the Polish shipyard industry expects to obtain machinery from Germany

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3. Two halls, 150 m. long, 6 m. wide and about 25 m. high, have been in the process of construction in the Gdansk shipyard No. 2 since January 1950. One of them is to be a sheet iron works. In each hall there are two electrical cranes on rails. The halls are now being completed and production will be started this year. Four to five hundred locksmiths are employed in the construction. The construction plans and documentation originated in Hungary, and Hungarian engineers are supervising the work.
4. The west side of Holm Island has been taken over by the Gdansk Shipyard while the two harbor basins, Ostrowica I and Ostrowica II, are used by the lighthouse and road commission.

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5. A factory which is designated officially as the Maritime Engine and Machinery Factory is located in Elblag (Elbing). Actually, this is a Polish state firm which either produces or receives from the Soviet Union ready-made plaques bearing inscriptions in Russian; these plaques are placed on machinery and tools imported from Western Europe, in place of the original plaques put on by the western manufacturers. Machinery and tools on which the plaques have been exchanged are then shipped to Gdansk or Gdynia on board Soviet ships, under the guise of Soviet exports to Poland.
6. Because Polish shipyards are occupied with ship construction for the Soviet Union (this Soviet shipbuilding program was not included in the Polish shipbuilding plan), the shipyards are not able to handle ship repairs. Most of the major ship repairs are performed in Western European shipyards; [redacted] accounts for about 40% of all repairs (both major and general repairs), [redacted] handles about 30%, while the remainder of repairs are made principally [redacted] 25X1 [redacted] handling at present only a small portion.
7. Captains of Polish merchant ships have secret instructions which require them to purchase abroad equipment for their ships, principally machinery, engines and hoists, to form a two year supply of spare parts. Captains are required, in addition, to buy as much bronze, copper, brass, wolfram and other nonferrous metals as possible. For these purchases, the captains are authorized to spend any amount in any currency necessary to obtain the material.
- (1) [redacted] Comment: [redacted] the Gdansk Shipyard will build only ships under 3,000 BRT in the future. 25X1

(2) [redacted]

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